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This is UNEVALUATED
Information

GERMANY (SOVIET ZONE)Economic.Description of the Section of Railway Line between ANKLAM and
PASEWALK (Early October, 1956)1. Permanent Waya) Rails

- i) Gauge not stated
- ii) 15 metres long. In the goods station some of the rails are 25 metres long.
- iii) Rails are secured to the sleepers by screws.

b) Sleepers

- i) Wooden. At ANKLAM Station there are some iron sleepers near the locomotive sheds and at PASEWALK Station some of the sleepers are of concrete.
- ii) 80 cm. interval between sleepers.

2. Description of Line (All distances mentioned are from STRALSUND)a) Track

Single track from ANKLAM (65.5 Km) to JATZNICK (97.9 Km) and double track from thence to PASEWALK (108.5 Km)

b) Stations

No new stations.

c) Passing Loops

There is a passing loop between 97.9 Km and 108.5 Km.

d) Bridges

- i) At 73.2 Km an iron bridge over the road, 20 metres long, 8 metres wide and 6 metres high.
- ii) At 77.5 Km. an iron bridge over a road leading to UECKERMUNDE, 30 metres long, 10 metres wide and 8 metres high.
- iii) At 83.6 Km an iron bridge over a road leading to UECKERMUNDE, which is 25 metres long, 8 metres wide and 6.5 metres high.
- iv) At 90.6 Km an iron bridge, 20 metres long, 8 metres wide and 8 metres high, over a road leading to UECKERMUNDE.
- v) At 97.8 Km an iron bridge 30 metres long, 8 metres wide and 10 metres high over a road leading to STRASBURG-TORGELOW.
- vi) At 98.7 Km an iron bridge over the ANKLAM-PASEWALK main road, which is 40 metres long, 15 metres wide and 10 metres high.

e) Tunnels and Subways

There is a subway adjacent to the road under the railway bridge at 90.6 Km.

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f) Embankments

At the bridges there are artificial slopes and at 90.6 Km there is a concreted embankment.

g) Gradients and Curves

Between 90.1 Km and 103.0 Km there is a gradient of 1 : 543.

There are no sharp curves.

h) Junctions

Trains leave PASEWALK in the direction of BERLIN, NEU-BRANDENBURG, FRENZLAU, GREISWALD, SCHWERIN and GUSTROW.

Branch lines are as follows.

- i) at 106.2 Km in the direction STRASBURG-NEU BRANDENBURG
- ii) at 97.8 Km " " " TORGELOW-EGGENSIN-UECKERMUNDE
- iii) at 90.6 Km " " " FRIEDLAND
- iv) at 65.7 Km " " " FRIEDLAND-NEU BRANDENBURG

3. System of Signalling

Signals and switches are electrically operated. Control is exercised as follows:-

- a) At ANKLAM from signal cabins ANK, B4, R3 (Goods station)
- b) " DUCHEROW " " cabin Dch
- c) " BORKENFRIEDE " " BKf
- d) " FERDINANDSHOF " " A1
- e) " SANDFORDE " " A2
- f) " PASEWALK " cabins FWK, B1 and R4.

4. Control

Control is centralised and exercised from the following.

- a) ANKLAM from signal cabins ANK and R3
- b) DUCHEROW from " cabin Dch.
- c) BORKENFRIEDE from the station building.
- d) FERDINANDSHOF " " " "
- e) SANDFORDE " " " "
- f) PASEWALK from signal cabins B1 and R3 (superintendents office)

5. Marshalling Yards

No marshalling yards.

6. Servicing and Repair Facilitiesa) Track Supervision

There are permanent way inspectors' offices at DUCHEROW and PASEWALK.

b) Engine Sheds

- i) At PASEWALK there are two engine sheds each with a frontage of about 50 metres and 18 metres high. 1500 employees.
- ii) At FERDINANDSHOF there is a round engine shed 40 metres in diameter and 10 metres high which employs 110 workers.
- iii) At ANKLAM there are 2 engine sheds each of 60 metres diameter and 15 metres high, which employ 600 workers./Contd.

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c) Cranes

There are 3 steam cranes at PASEWALK
" " 2 " " " ANKLAM
" is 1 diesel crane at ANKLAM
which is employed in coaling locomotives.

d) Workshops

There are repair workshops at PASEWALK which consist
of 2 sheds about 120 metres long, 50 metres wide and 20
metres high. There are 600 employees.

7. Electrification

Electrification of track - nil.

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